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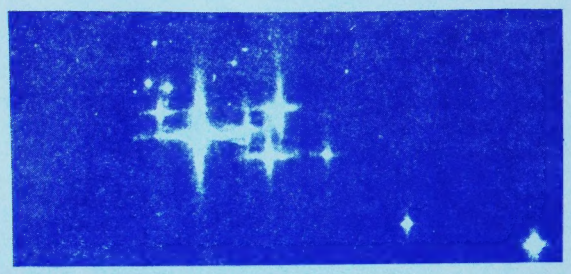

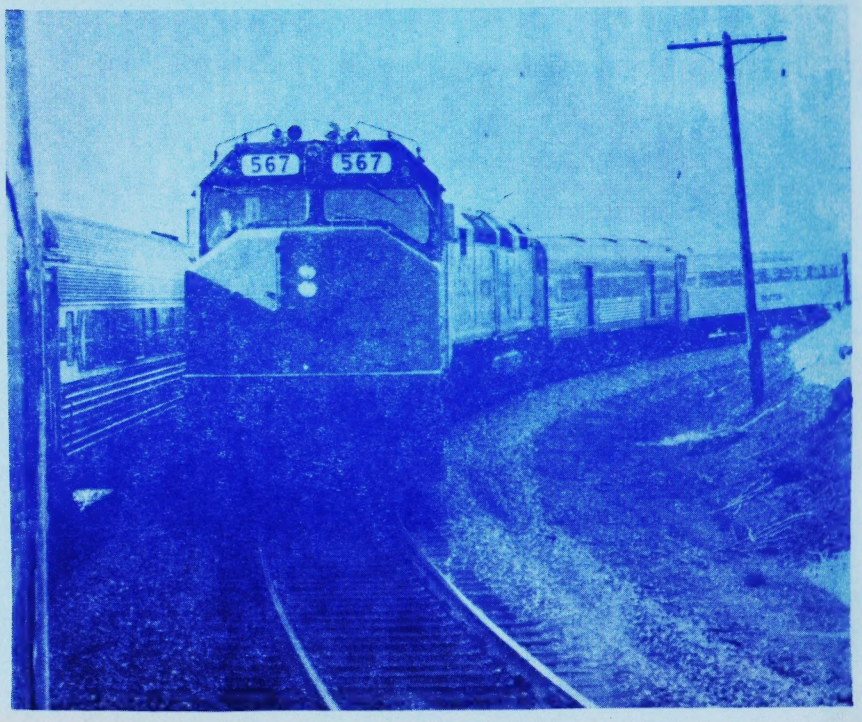

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RAIL TRAVEL NEWS

40¢

VOL.6 NO. 4
SECOND ISSUE OF
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#126

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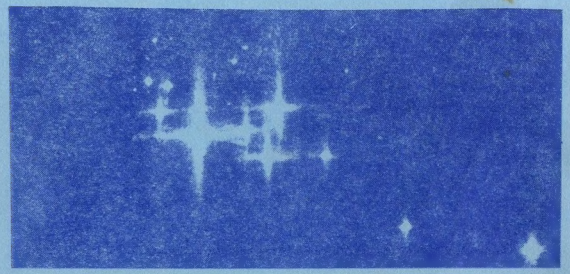

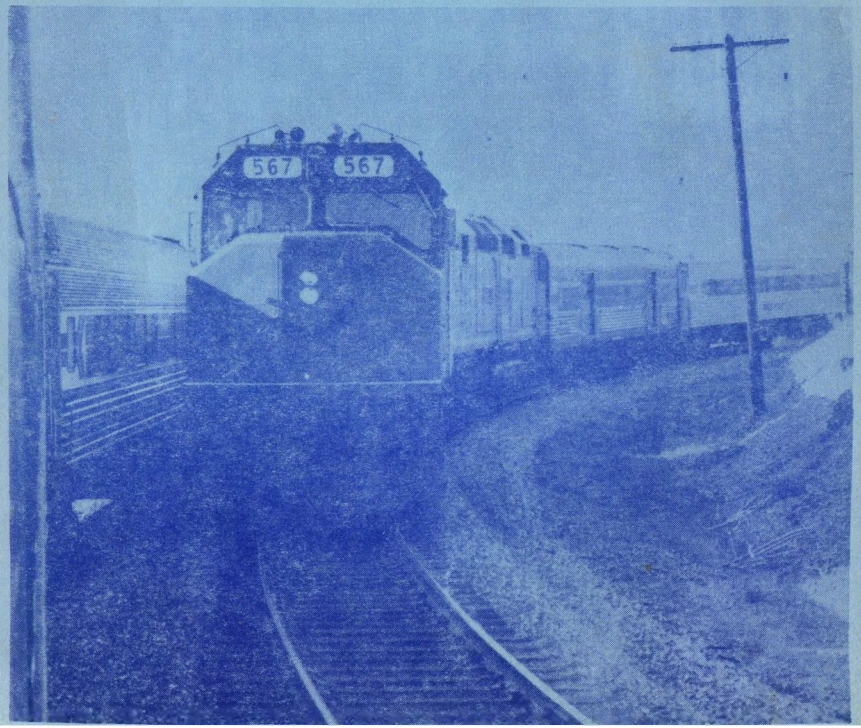

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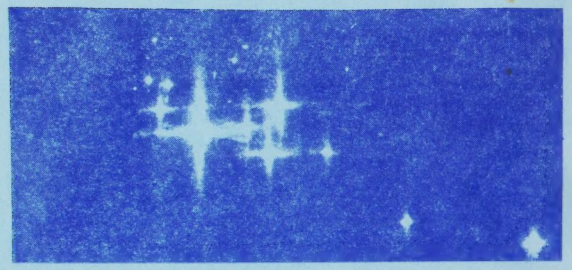

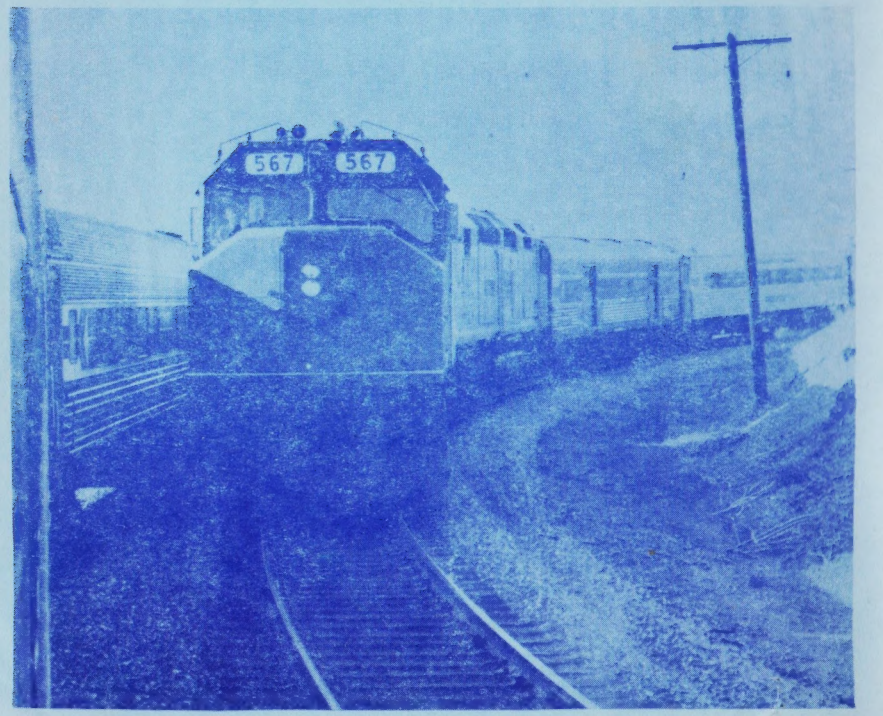

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LETTERS

The self-interview in your Fifth Anniversary issue (1st Dec issue) was fascinating, and confirmed my suspicions about the possibility of other rail fans feeling as I do. Namely, we love RTN for its up-to-date information, appreciate the Mixed Train of Thoughts section the most, and like articles about actual train riding rather than editorials and theoretical articles. I have mixed feelings about the new Cars & Consists because the numbers mean nothing to me, but the car names clue me in as to where ex-UP 10-6 sleepers are operating, what ex-Santa Fe "Regal" series cars (with 2 drawing rooms per car, plus compartments and bedrooms) are roaming Amtrak's rails (and not only Auto-Train's), etc., etc.

I wholeheartedly agree with your assessment of the news media. Every time I know the inside story (which is rarely) about something, and then read the newspapers, I'm dismayed at the inaccurate or misleading reporting. And I hate to contemplate the welter of misinformation and unreal impressions I must be living with, due to television and sensational publication of news.

The last matter I want to bring up is that of a trip my wife and I had on Amtrak over Christmas. We rode that Washington section of the BROADWAY LIMITED to Chicago, leaving Paoli Dec 21, and from Chicago on Dec 29. The slumbercoaches have been much improved by the full carpeting, but the diner-lounge was inadequate for the number of people traveling. Food and service were not bad (once we were seated) until after the meal--it took forever to get your check and then your change. On the BLACK HAWK from Chicago on Dec 23 the engine in one RDC unit burned out, but we were delayed only a half hour because the other engine(s) had enough power to get us to Dubuque.

On our return to Paoli (a badly maintained station with a wealthy "clientele" for Amtrak), we boarded the SAN FRANCISCO ZEPHYR at Ottumwa, Iowa right on time Dec 29, having a bedroom to Chicago. The observation-dome-lounge was at the rear, complete with swivel chairs (and stationary seats) in the dome. The lounge had no beverage service, apparently, but the drawing room with shower had been occupied and the porter was making up its two lower berths. I discovered that the shower floor is the same as the annex floor, and the toilet and basin both fold up to permit use of the shower. (It reminded me of my hotel rooms in the Mideastern Arab countries, except in their bathrooms nothing folded up out of the way.)

Amtrak deserves thanks from us all for computerizing reservations and for providing toll-free information about train arrival times. The instant reservations, credit card acceptance, and information that the ZEPHYR was on time at Omaha were the best services of our Amtrak experience on this trip.

Hatfield, Pennsylvania — James C. Pakala

For those readers who share my interest in the LAKE SHORE, they will be delighted to know that on Saturday, Jan 17, train 448 left Albany at 12:05pm and arrived at South Station, Boston at 5:05pm. The fact that #48 was so late arriving Albany is, of course, regretful, but it did provide an opportunity for one B&A crew to show what is possible on this route. Your publication, NARP, and every interested individual should flood Amtrak with letters demanding that one hour be cut from the B&A route running time at the earliest opportunity.

Waltham, Massachusetts — Bill McDonald

Page 16 of the 1st Jan issue mentions an unusual car coupled to the rear of the NIGHT OWL on Jan 7. I think this is Amtrak car #10000. It has the words "Track Evaluation Car" painted on its sides. It is fluted stainless steel, has an observation platform, and conforms to the plans of a business-type car. I have seen it on the northbound SOUTHERN CRESCENT #172 two times in January, to the rear of the combination parlor/baggage car (1700 series) on the train's aft end.

Long Island City, New York — John H. Deasy

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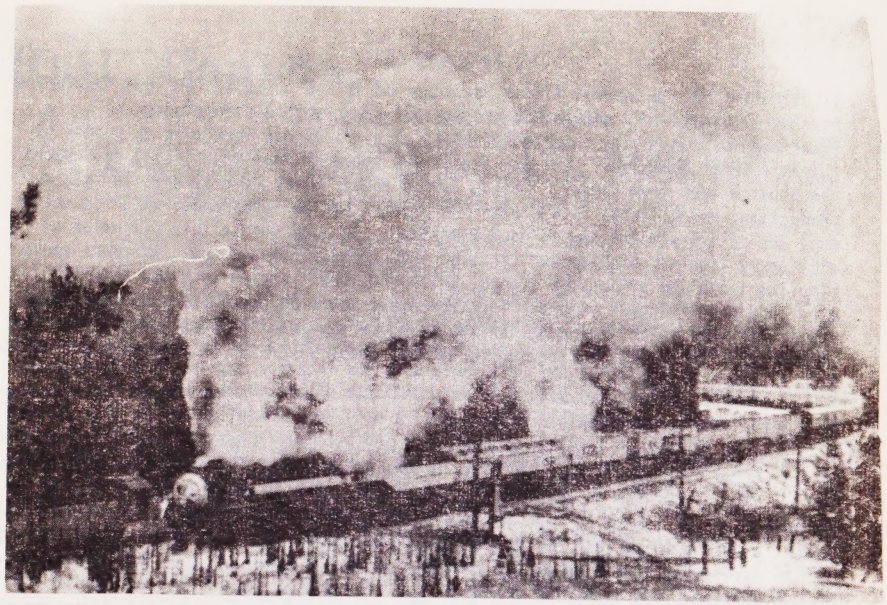

The Bretz article on Auto-Train was really good (2nd Jan issue). Keep coming with that kind of material. Your photos are really improving, altho they really suffer from poor printing. The photo of the Freedom Train on Tehachapi Loop (2nd Jan issue) is most interesting, but it really does confirm my previous expectation that the diesels would do the work of pulling the train. That thin, low steam plume is just about enough to pull 4449 itself, and keep the couplers pulled out.

The enclosed photo (printed above) is what it looks like when really working (photo shows Freedom Train at Kamela, Oregon last Oct 25, at about 30mph ascending the Blue Mountains west of La Grande). Those added 3 SD45s were a bit much for a train the size of Freedom Train on Tehachapi Loop. If 4449 had been working, it plus one SD45 would have done very nicely.

North Port, Florida — Robert Clark

One of your readers (last issue) expressed weariness at the comparisons between Auto-Train and Amtrak: "That's rather like comparing the running of a corner grocery with operating the A&P."

I could accept his complaint if, pursuing the analogy, Amtrak had the staff of the corner grocery rather than the A&P.

NARP is considering resuming its call for Amtrak to hasten to get all railroad employees who are in contact with the passengers onto the Amtrak payroll. What gives us pause is the evidence that in many instances the railroad crews are better at dealing with passengers than Amtrak's own service people.

Sadly, the following incident, almost two years old, is not as dated as it should be. I boarded the SUNSET in El Paso, having reserved coach to Tucson and roomette to L.A. Suffering from "Montezuma's Revenge," I badly wanted to upgrade the first portion of the journey to roomette, and go right to bed. But the Amtrak rep, whom the station personnel had instructed me to consult when I boarded, just gave me the bureaucratic brushoff--train sold out. It was the S.P. conductor who delivered.

NARP has no choice but to keep screaming for the "fair test" in the face of Ford's budget plans. But Amtrak's record even in areas it does control is not encouraging, and, every so often, one is tempted to ask himself what are the chances the "fair test" might never happen simply because we cannot regain the ability to organize and manage people as the railroads presumably once did?

Washington, D. C. — Ross Capon, Assistant Director, NARP

ON THE COVER:

Illustration from a current Amtrak newspaper ad in the Colonial Corridor, picturing new Amtrak GE electric engine 968 and Amfleet cars, with a simulated crew.
(Rear cover:) Top photo: unretouched photo of night lights thru a lexan window on Amtrak's COAST STARLIGHT. Largest lights are about 20 feet from train, and camera was about 6 feet from window. Lights, which appear about natural size in this reproduction, are diffused into a starlike pattern by the lexan pane, which in this case was relatively new and in good condition. In addition to this diffusion of stationary lights (which appear circular thru regular glass), train movement causes rippling sensation of passing lights, which precludes looking thru the material for more than a few seconds in order to avoid eyestrain. Bottom photo: The southbound COAST STARLIGHT, with engine 567 in the lead, curves down the Cuesta Grade near San Luis Obispo, CA on Feb 14, running 50 minutes late, while the northbound train waits on a siding. Photos by George Hyko.

READING HEAD WILL RUN CORRIDOR FOR AMTRAK

Charles E. Bertrand of Huntington Valley, PA, the President and Chief Executive Officer of the Reading Railroad, will be in charge of Colonial Corridor operations when Amtrak takes them over on April 1, the rail corporation announced on Feb 25. Mr. Bertrand, 60, an almost 40-year veteran of railroading, was named an Amtrak Vice President and General Manager of the Northeast (Colonial) Corridor, and will be the head of the day-to-day operation of the 456-mile Boston-Washington route when ConRail begins operations, now scheduled for April 1. Bertrand began his railroad service in 1937 as a trainman on the Alton RR in Chicago, and later that year transferred to the Chicago Terminal Operation of the B&O. He rose thru the ranks of the B&O to become B&O Vice President - Operations and Maintenance in 1961. In 1963 he left B&O to become Executive Vice President of the Reading Company, and was elected President the next year. In 1967 he was elected Chief Executive Officer, and was named Chairman of the Reading's Board in 1971. The Reading will, of course, be absorbed by ConRail on April 1. Bertrand lives with his wife and two children in Huntington Valley, PA.

AMTRAK HELPS DEAF PERSONS MAKE RESERVATIONS

Amtrak announced on Feb 26 that it had installed two special teletypewriters in its Bansalem, PA Central Reservations Office that can communicate with about 10,000 deaf persons who have similar teletypewriters in their homes. It's the first time a nationwide transportation company has installed such a system, Amtrak said. The system operates this way: a caller anywhere in the U.S. dials a special toll-free number to the Bensalem office, and when it is answered, the caller begins typing an inquiry on his or her teletypewriter, with the message printed out in Bensalem. Amtrak said that calls average 4 to 7 per day, and that that number is expected to grow. Many institutions also own the machines and make them available to deaf persons. The nationwide toll-free numbers are 800-523-6590 or 800-523-6591. Pennsylvania residents may call 800-562-6960.

AMTRAK RELEASES ITS 1975 ANNUAL REPORT

Amtrak's Annual Report, dated Feb 14, has been judged the handsomest such document the rail corporation has yet produced. The 28-page booklet is liberally sprinkled with interesting rail photos, including scenes from nearly all its 1975 service inaugurals. In his introductory letter, Amtrak President Paul Reistrup noted "substantial progress in modernizing and improving the ... system" and stated that he had ridden over 20,000 miles of Amtrak routes during the 10 months of 1975 that he was in office. On his trips, he said he found "a deep commitment on the part of Amtrak personnel to provide reliable and courteous service" and sensed that the public maintains high "expectations for a modern railroad passenger system." He said there is much to be done, and that the revitalization of American rail passenger services "will take several more years", but felt that "important progress was made toward full achievement of legislative goals established for Amtrak in 1975."

Rail Canada

Passenger railroading in Eastern Canada may never be the same if the government's present plan to cut back service is implemented. Here are some glimpses of what it's like now in the winter of 1975-76, and some reasons why the reliable trains ought to be the backbone of any balanced national transportation system

A SNOWY CANADIAN WEEKEND

by Walt Stringer

Canada in wintertime usually conjures up visions of igloos, huge snowbanks, and heavily clothed people on snowshoes. It also brings images of winter railroading at its best--or worst, if you're a railroader--flangers and plows, frozen interlockings, clogged steam lines, and huge banks of icy snow along the right-of-way.

An eastern Pennsylvanian like this writer sees some snow each winter, but for a first-hand example of how railroads cope with a fierce and terrible winter, Canada has to be the place. A bad storm hit the East Coast on Monday, February 2, causing problems everywhere: the Metroliners were GG-1-hauled again, and Harold Tower at Sunnywide in New York was nearly out of service all day, causing many delays and annulments. It was obvious that Canada had been hit even harder, and that it would take a few days to dig out.

On Thursday evening at 30th Street in Philadelphia I boarded the northbound MONTREALER which consisted of a GG-1, baggage car, 4 10/6 sleepers, diner, Pub car, and 5 coaches. The train was quite full, but slowly emptied until it was only a third full at Springfield. Two coaches were dropped at New York, and the snowstorm outside delayed us here and there, adding up to about an hour on the Penn Central. (The previous night's train had two CN sleepers--the original train got caught in snow at Montreal and froze up, necessitating the substitution.) The Pub was active all night, with skiers keeping awake until their middle-of-the-night stops. Morning found us in the midst of all the old rail facilities in St. Albans, about 30min late. The diner was serving only Continental breakfasts because of a power failure in the kitchen, but otherwise the train had survived the cold and snowy night behind E-8 engines 447 & 448. Customs was expedited very quickly with just two men, and we rolled into Montreal only 15 minutes late.

An exciting moment occurred at Cannon, where the CV main joins the CN main (to the provinces out East). As we swung onto the CN, the 2-hour late OCEAN LIMITED came up beside us, with 3 Alco FA engines and 15 cars. The two trains seesawed back and forth, and we had to wait while the OCEAN stopped at St. Lambert and passengers crossed in front of our train. We also stopped outside the Wellington St. bridge to blow the steam out (so it wouldn't freeze after the engines were cut off) and work on the frozen vestibule doors.

The CN Gare Central was quite busy, but I went to CP to photograph the CANADIAN (which consisted of 2 F-7s and an Alco, baggage, coach, Skyline 510, diner "Champlain", Manor series sleeper, and observation "Banff Park." Also of interest was the 12:15 commuter train with 3 bi-levels and an F-7. Then it was into the Metro for a ride on lines 2 and 4 (3-car trains on the Expo '67 line, 9 cars on the long mainline). A supervisor said their new line extensions would also bring Automatic Train Operation and cab signals.

After the Metro, it was out on the CN commuter line to Val Royal. The 2pm Cartierville train had 3 MU's (motor and 2 trailers) with a good crowd. The temperature was about minus 15, but the conductor said that the electric line ran pretty well in the snow. The operation is very slow--top speed is perhaps 40, what with the old equipment. In the Val Royal depot (located 100 yards from the line split--Cartierville branch goes to the right), there were notices advising patrons of the February 1 fare increases and the January 9 discontinuance of the Greenville commuter train, which continued behind diesels beyond Deux Montagnes.

The 2:30 Deux Montagnes train arrived a little late with (here was a treat) <u>two</u> boxcabs and 12 cars (front two in service), and I boarded to take the very scenic ride to the turn point. Most Canadians seemed sure-footed on the icy platforms along line, and I didn't mind sinking up to my knees in a snowbank as I shot the electrics doing their

quick runaround on the electrified siding at D.M. The boxcabs are quite slow, but at least their horns match the countryside--very rustic. It cost another $1.10 to return to Val Royal (minimum fare now 90¢ on the line) and we were late all the way. We saw two more outbounds at Val Royal--both with six MU's, running on time, and for another 90¢ we rode the second one back to Gare Central (scheduling this line is a bit tough because there is only one electrified siding on the lengthy D.M. branch.

The outbound OCEAN LIMITED was ready to go when I boarded at 5:05. As always, you must show a ticket to enter the platform, and trainmen constantly point you in the right direction. The train was made up as follows: engines 6784, 6632, 6865 (Alco A, EMD B, Alco B), baggages 9622, 9485, coaches 5193, 5300, 5295, counter-dinette 428, Day-Niter 5725, diner 1339, lounge 2303, sleepers "Green Bank" and "Margaree River."

Operations-wise, the trip was surprisingly uneventful, considering the massive amounts of snow everywhere. Obviously, CN is quite capable of cleaning up fast, or I caught a lucky trip. Our only freight delay was sawing by a COFC train near Bathurst. Service was the word on the OCEAN LIMITED. All personnel were friendly and attentive. For instance, the Day-Niter attendant at Montreal graciously seated everyone. Before we left, the Service Superintendent came thru with literature on the train and specifically the Day-Niter. Then came a waiter requesting your choice of dinner seatings (5:30 or 6:30). Service in the diner was friendly, the food ample, the tab very reasonable, and a souvenir menu easily obtained. (Breakfast in the dinette was also great--I requested a glass of water and was told it was frozen under the car, and then was given free unlimited helpings of cider instead.) The train crews were happy to discuss operations and didn't hassle passengers about their seat checks, as Amtrak people do incessantly. The Day-Niter is certainly deluxe coach--purple and red decor, wide, reclinable seats, foot and leg rests, curtains on the windows, a pull-out tray in front of each seat, and effective sound insulation. Pillows were not free, however, and the seat costs $4.95 over coach rates, but well worth it.

Arrival at Moncton was right on time Saturday morning at the small station with snack bar. CN division headquarters is right across the street. I took the first St. John's train, which was an Alco (RS style), heater car, baggage, and 2 coaches. Only 15 made the trip down the scenic line in the little train. The conventional train runs Thursday-Monday, the lone RDC car covers the schedule Tuesday-Thursday when weather permits. Many big Alco Centuries were seen stored at Moncton class yard. The country gets hilly as you approach the coast, so we arrived at the CN depot on the east side of town on time and in quite a river valley. The CN roundhouse is now the St. John city transit bus garage, while CN units (in this case, 3 Alcos, including one tied to a heater car as passenger train protection) sit outside. I returned to the station to watch the train depart (the unit just runs around the train) from the modern, glassy station.

A few notes about St. John: Once all trains came into a Union Station on the harbor. It was dismantled in 1971, with the CN going to East St. John and the CP to Fairville on the west. The depots are some 7 miles apart now--a healthy cab fare. But--city transit can get you there for 35¢ and a short walk across a few backyards. Take the West St. John bus to Reversible Rapids, and free transfer to the Fairville bus. While waiting for the second bus, check out the Rapids--an interesting study in tidal movements. Only one problem: two days after this bus ride, a crisis meeting was scheduled to determine if the privately-owned bus company could get a subsidy from the city. If not, the drivers and their 75 GM buses were out of a job.

The CP station is a combined office building and waiting room. The 3-car ATLANTIC LIMITED was on steam when I arrived at 5pm. Sleeper "Osler Manor", Skyline 505 (one of two cars with the lounge seats on the lower level to the front), and coach 115. CP office car 9 was nearby, and two Manor sleepers and a coach were also on steam at the platform. The agent was quite friendly, and showed his interlocking board--he controls St. John yard from it. Bayshore yard downtown is the main yard and shop, and F-7 4014 arrived at 8pm, ready to pull our little domeliner. The normal unit would have been E-8 1800, but a recent steam generator failure put it in the shop in Montreal. I bought an upper for $12 (over the $37 coach fare), and about 20 hardy travelers got on at 8:15.

A brief dinner in the Skyline (limited menu, high prices, very friendly attendant and chef), then up to the dome as we wound along the river for the 30 miles to Fredericton Jct., where the SMT bus from Fredericton meets the train. The train crew was friendly also, explaining how their districts run and tales of the ATLANTIC in days of yore. Also on their minds is the new transport plan, which will have a Sydney-Halifax train coming out of Montreal on CP to St. John, interchanging to CN near the old station, then up to Moncton and on out to the East on the regular CN route.

After McAdam, a charming snow-covered depot with lunch counter (in the CP timetable it's a meal stop), I hit the rack for a pleasant sleep. The sleeping car porter was most attentive to his two passengers in upper and lower 1. Morning found us in another blizzard at Foster, waiting in the hole for an opposing freight. Then into Farnham, where the CP commuter train with an F-7 and 5 coaches sat in the freight yard. On the way into Montreal, the unit kicked up snowdrifts frequently, with their remains landing on the front of the dome with a thud, scaring some little kids. Final arrival at Gare Windsor was at 9am, 10 minutes late. About 40 got off, with many connecting to the ADIRONDACK. An interesting note: the CP agent at St. John said that many people called for Amtrak info but he could never get timetables. I immediately gave him mine and before train 41 left that evening, it had been put to good use at least five times. I am going to raid the racks at 30th St. soon and send him about 50 of them so he will have them to pass out.

And now the final ride of the trip, the ADIRONDACK, which was a bit disappointing. There was no dome (both were in the shop) and no diner (one in the shop, the other had a fire two days earlier, car #41 damaged). So our train was almost pre-Amtrak D&H: PA's 16, 18; coaches 1012, 203 "Lake George", 31 "Ausable River", and Amtrak snackbar 3960. The Hoover-refurbished interiors were very vibrant red and purple. Our hostess was Helen (there are now four--Barb, Ellyn, Helen, and Robin--all daughters of D&H men), and we had one waiter in the snack car. He noted that when the diner does not run, only one of the three makes the trip--the other two waiters get two days off with pay. At Saratoga, however, a full Amtrak crew got on.

The trip was nice, the wintry scenery beautiful (hundreds of ice houses on Champlain), and we only ran 30-40mins late, which was erased by the padding between Colonie and Albany. At Ft. Edward we passed the northbound, also 40min late, with an identical makeup. At Rensselaer, unit 276 and 2 coaches were waiting for our rear three cars to be tied on. Cars 1001 and 1012 can't go thru because they will not clear third rail. The northbound 4:50 arrival rolled in with E-8 270, coach and snack bar. We left at 5:15 with over 100 aboard. Unfortunately, engine 276 wasn't in good form, since we did not exceed 50mph until below Poughkeepsie, when it suddenly kicked in and took off--but we were already an hour behind by then.

The previous Friday, a broken rail had derailed 48 cars of a freight (on the passenger main), causing the busing of Amtrak passengers all Friday and 30-60min delays Saturday. When we went thru at 10mph on the one open track, the boxcars were still piled all around.

I was very annoyed with the conductor on this train. He constantly bugged and checked about for seat checks and really annoyed passengers. Also, at Rhinecliff, where people had been waiting in the cold on that miserable platform for over thirty minutes, the train stopped with the last car near the people--which was great, since the snack car was empty. The conductor, however, opened the front of the fourth car, making them walk up to it. Then, when they found the fourth car crowded and tried to walk to the fifth, he refused to let them pass until they showed a seat check. How they were supposed to have a seat check while they were boarding was beyond me and some of them too, and the conductor was so informed.

We got two FL9's at Harmon, and got into Grand Central 55min late. I requested an Amtrak supervisor at the lounge, and requested a Metroliner seat at regular fare as a courtesy due to our lateness, in order to catch the 11pm Paoli local. He agreed and informed the conductor, who concurred. However, we were 10min late into 30th St. and I missed the Paoli train by 2 minutes. So I sat for an hour and even saw the SUNDOWN as it arrived 10min early with an Amtrak GG-1 and 5 coaches. A Budd Silverliner took me to Ardmore to finish my journey.

"THE ONLY HOPE for sidetracking the (MOT's passenger train) policy approach lies with the people of Canada" concludes Locomotive Engineer (Feb 6 issue). The publication charges that the CTC hearings are only "window dressing," while the real train cutback plans will be generated by the MOT, with its "anti-rail bias" and its favouritism for "pet airline projects, including the financially disastrous STOL program, and a promotion of bus feeder services to replace trains."

STEAMSHIP PRINCESS MARGUERITE and ex-CP steam engine 3716, a 2-8-0 consolidation engine which pulls the B.C. Museum train, are featured in the Spring 1976 issue of Beautiful British Columbia magazine, available for 75¢ from 200 Esquimalt Rd., Victoria B.C. V9A 3K9. The "Marguerite" is to be removed from the Victoria-Port Angeles, WA run this season, and the schedule of the Victoria-Seattle run altered. Protests are being heard from civic officials in both affected cities.

SOLAR POWER IS probably our best hope for future power needs, and CP Rail is pioneering in a small way in installing two solar power units to power crossing warning signals and track circuits at a crossing near Joliette, Quebec.

THE LAST TRAIN carrying passengers in the state of Maine, CP Rail's ATLANTIC LIMITED, will be one of the first to be dropped under present federal government plans, Transport Minister Lang has indicated. Figures quoted for 1974 showed only a 25% occupancy for the Montreal-Saint John run.

CANADA IS THE only country in the Western world that is not revitalizing and upgrading is rail passenger service, was the charge of MP Les Banjamin in Vancouver Feb 10. He sharply criticized Minister Lang's train cutback plan, saying that an efficient rail service should be the "core" of a nation's transportation system. He said the "Liberal party's transportation policy has made travel by air and private automobile not simply more attractive than by rail, they have made them mandatory."

CP RAIL SURVEYORS have completed much of the work to locate a new rail line over Kicking Horse Pass between Field, B.C. and Lake Louise, Alta. The new route is to be only a 1% grade, and will move eastbound trains thru the Spiral Tunnel zone. The existing 2.2% route will be used mainly by westbound (downhill) trains. CP's CANADIAN traverses this area both ways in daylight hours.

Urban - Suburban Transit

Fares will increase 12% on Toronto's GO-Train commuter service Apr 1, to enable the system to cover 62% of its expenses thru fare collections, rather than the present 57%... Seattle's Metro council voted unanimously to double the size of the city's electric trolley coach system, adding 28 routes, mostly in the city's hilly central area, and rehabilitating the present 31 route miles... Western Flyer has completed delivery of an order of 50 E800 electric trolley coaches to Vancouver, B.C., and the Manitoba firm now plans to deliver as many as 10 such vehicles per week to the San Francisco Muni Railway, which is buying 342... The new Los Angeles County commuter train between L.A. and San Diego will start operation on Apr 26, while the three-county operated train will start up a day earlier, Apr 25, according to plans announced in February. The tri-county train schedule is not finalized, but the L.A. train will leave San Diego at 5:05am, reaching L.A. at 7:35, then leaving L.A. at 5:30pm for an 8:25 San Diego arrival... Feb 29 saw Petaluma & Santa Rosa Combination car 63 operate under its own power for the first time since abandonment of the P&SR passenger service in 1932. The Calif. Rwy Museum at Rio Vista Jct was the scene of the resurrection under the auspices of Stephen Dean, DDS, who re-trucked and rewired the car with pieces from other cars long since scrapped... March 27 is to be the first day of operation for the first ("Red") line of the Washington DC Metro, the transit authority announced last month... Delivery of GE Silverliner IV's to PC in Phila. is now up to #384-385, with only 14 pairs to go... Governor of Illinois on Feb 24 announced $12.2 million state grants for new commuter cars & buses for RI, ICG and other commuter carriers in Chicago area...

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"THE ONLY HOPE for sidetracking the (MOT's passenger train) policy approach lies with the people of Canada" concludes Locomotive Engineer (Feb 6 issue). The publication charges that the CTC hearings are only "window dressing," while the real train cutback plans will be generated by the MOT, with its "anti-rail bias" and its favouritism for "pet airline projects, including the financially disastrous STOL program, and a promotion of bus feeder services to replace trains."

STEAMSHIP PRINCESS MARGUERITE and ex-CP steam engine 3716, a 2-8-0 consolidation engine which pulls the B.C. Museum train, are featured in the Spring 1976 issue of Beautiful British Columbia magazine, available for 75¢ from 200 Esquimalt Rd., Victoria B.C. V9A 3K9. The "Marguerite" is to be removed from the Victoria-Port Angeles, WA run this season, and the schedule of the Victoria-Seattle run altered. Protests are being heard from civic officials in both affected cities.

SOLAR POWER IS probably our best hope for future power needs, and CP Rail is pioneering in a small way in installing two solar power units to power crossing warning signals and track circuits at a crossing near Joliette, Quebec.

THE LAST TRAIN carrying passengers in the state of Maine, CP Rail's ATLANTIC LIMITED, will be one of the first to be dropped under present federal government plans, Transport Minister Lang has indicated. Figures quoted for 1974 showed only a 25% occupancy for the Montreal-Saint John run.

CANADA IS THE only country in the Western world that is not revitalizing and upgrading is rail passenger service, was the charge of MP Les Banjamin in Vancouver Feb 10. He sharply criticized Minister Lang's train cutback plan, saying that an efficient rail service should be the "core" of a nation's transportation system. He said the "Liberal party's transportation policy has made travel by air and private automobile not simply more attractive than by rail, they have made them mandatory."

CP RAIL SURVEYORS have completed much of the work to locate a new rail line over Kicking Horse Pass between Field, B.C. and Lake Louise, Alta. The new route is to be only a 1% grade, and will move eastbound trains thru the Spiral Tunnel zone. The existing 2.2% route will be used mainly by westbound (downhill) trains. CP's CANADIAN traverses this area both ways in daylight hours.

Urban - Suburban Transit

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a bit to watch the northbound train arrive, as the two trains are only 20mins apart here, and often they meet at this station.

The northbound STARLIGHT was carrying two DOT electric test cars on its rear today (see adjoining photo), and I stopped to photograph it.

Then we took off on foot to explore San Luis, a lovely tourist spot not yet discovered by tourists. The Amtrak station here is a friendly place, and the rack was bursting with timetables, even the system-wide one. San Luis now has its own bus system, and timetables were posted. But we found it easier to walk about 10 blocks thru pleasant streets to a good motel.

San Luis has preserved its historic pioneer buildings in midtown, as Santa Barbara has done. And thru downtown runs beautiful San Luis Obispo creek, clear and swift despite the drought, thoughtfully arranged into a park that backs up to dozens of interesting stores. The county museum exhibits some railroad memorabilia. I learned that Ah Louis, the Chinese pioneer whose general store is preserved, contracted for the Chinese laborers who built the railroad thru the Santa Lucias. The town runs out quickly into pristine countryside, and one feels not far removed from the railroad-building days pictured in the museum prints.

San Luis is a near-ideal blend of rural simplicity and urban sophistication. The college here flavors the atmosphere a lot. The train attracts a lot of shiny, bright college kids who add to the sparkle of the surroundings. The townspeople we found uniformly happy, sunny, and polite. We enjoyed several excellent meals

page 10

at low prices. Dinner at Martino's was a gourmet treat with superb service, and only a trifle costlier than our thunky Amtrak lunch. If you decide to explore the town yourself, write the Chamber of Commerce (1039 Chorro St., San Luis Obispo, CA 93401) for free info and a 10¢ motel/restaurant guide. In every restaurant and motel we entered, by the way, we found Amtrak timetables. People here really plug the train.

Our 24-hour stay was too short, and Saturday found us heading for the station. On the way we stopped at Foster's Freeze for a bag of hamburgers for dinner, to carry out our dining car boycott. We arrived early to see the southbound train, but it was running 50mins late, and our northbound arrived first. The station was alive with activity. Some children had discovered that the vending machines were "paying off" like slot machines, returning your coins periodically, so they were seeing a lot of business.

Our No. 14 was carrying private observation car "Hulham" at its rear today, bringing a tour group to San Francisco. I later learned that the car is up for sale. This is the car used by Frank Sinatra on his celebrated SOUTHWEST LIMITED trip last December.

Out of San Luis, we passed over the high Steele Bridge and began to curve up the mountain. I opened a vestibule and looked for our southbound mate. We slowed to

page 11

a stop on a siding and I looked up to see the silvery train snaking around the mountain above us--a dramatic proof of the steepness of these grades. It rounded the big horseshoe and clicked past us, as I shot a series of photos (see rear cover). Then we moved ahead--the meet had been very quick and precise--and we were shortly on the horseshoe ourselves (see photo, p. 11), with the picturesque backdrop of mountains that seem to ring San Luis.

This trip I avoided crew members as much as possible, and shunned the diner like the plague. I noticed several other parties spreading out their own food. Perhaps the idea has gotten around--"bring your bag lunch (or dinner)" is the motto for the STARLIGHT. Thus I can't report on personnel conditions this day, tho the few I encountered seemed to be better-humored than Friday.

I buried myself in a book, waited for our on-time arrival at Oakland, and detrained in a pouring rain--the drought was beginning to break. As we sloshed to our car, I mused about the ironies of this train--the train that the DOT didn't want in the original system,that turned out to be the most successful, and one on which Amtrak still can't get it together to offer the simplest amenities with dignity.

NOTES ON THE FEB. 15 CORRIDOR CHANGES by Ken Maylath

The aim of the Feb. 15 schedule changes in the Northeast was to concentrate the right type of service at the right time, saving some operating costs in the process. Thus, while weekday Metroliner runs decrease by two Mon-Thur, an added one with conventional (or Amfleet) equipment goes in between NY and DC.

Altho the timetable lists several runs each way as Amfleet, that doesn't mean that those trains alone will use the new equipment; those are the runs where the new cars are guaranteed.

TurboTrain equipment runs Mon-Fri only--two runs each way daily as before. One now starts from Providence rather than Boston avoiding the deadhead move from the Providence maintenance station to Boston. The Providence runs leave there early in the morning and return as the latest Shoreline departure of the day--out of Penn Station just ahead of the MONTREALER (9:05pm) and into providence after midnight.

The BANKERS out of Springfield no longer links up with a Boston train at New Haven--rather continuing to Washington as the 10am train out of NY. This cuts the running time Springfield-NY to 3:15. A Saturday-only Boston to DC run (filling a schedule covered by a Turbo weekdays between Boston & NY) is interesting in that it stops at every station in the corridor served by Amtrak. This is no doubt a "first" under Amtrak. The total running time is 9:08, compared with the 8:20 of the fastest Boston-DC train, the MERCHANTS. There is an increase of service to Metropark and Capital Beltway under the revised schedules. The former 1pm Boston departure is replaced by one at 3:00--running Boston to NY. Additional conventional service between NY & DC leaves NY at noon and DC at 8:05pm. The latter run is daily, and also takes the place of the former Sunday-only 9pm departure. Except on Sat., the earliest departure from NY for Boston is now 9:10am.

Name changes and additions accompany the schedule changes. For obvious reasons a Phila-Boston run is now called the BICENTENNIAL. Brought out of retirement is the COLONIAL, and a DC-NY run picks up the historic name BETSY ROSS--which also happens to be the name of an Amtrak-owned parlor car built for the 1952 re-equipping of the CONGRESSIONAL. The new train doesn't have a parlor car, so there's no opportunity to run the car in the train of the same name.

Amtrak invited members of the media on an Amfleet press trip from Boston to DC on Feb 12, and I was aboard. An Amclub car was attached to the rear of the MINUTEMAN for the trip. The train maintained its schedule with no serious delays. A single E unit out of Boston pulled an Amclub, 4 Amcoaches, and the press car. At New Haven the E unit was exchanged for an E60. There was a good press turnout as Amtrak's Harold Graham and others went before numerous cameras and microphones.

MORE THAN EVER, NARP NEEDS YOUR SUPPORT!

The National Association of Railroad Passengers is the consumer's lobbyist in Washington for better rail passenger service.
Send your membership remittance ($10 or more) to:
NARP, 417 New Jersey Ave. S.E., Washington DC 20003
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RAIL TRAVEL YEARBOOK

1975

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a stop on a siding and I looked up to see the silvery train snaking around the mountain above us--a dramatic proof of the steepness of these grades. It rounded the big horseshoe and clicked past us, as I shot a series of photos (see rear cover). Then we moved ahead--the meet had been very quick and precise--and we were shortly on the horseshoe ourselves (see photo, p. 11), with the picturesque backdrop of mountains that seem to ring San Luis.

This trip I avoided crew members as much as possible, and shunned the diner like the plague. I noticed several other parties spreading out their own food. Perhaps the idea has gotten around--"bring your bag lunch (or dinner)" is the motto for the STARLIGHT. Thus I can't report on personnel conditions this day, tho the few I encountered seemed to be better-humored than Friday.

I buried myself in a book, waited for our on-time arrival at Oakland, and detrained in a pouring rain--the drought was beginning to break. As we sloshed to our car, I mused about the ironies of this train--the train that the DOT didn't want in the original system,that turned out to be the most successful, and one on which Amtrak still can't get it together to offer the simplest amenities with dignity.

NOTES ON THE FEB. 15 CORRIDOR CHANGES by Ken Maylath

The aim of the Feb. 15 schedule changes in the Northeast was to concentrate the right type of service at the right time, saving some operating costs in the process. Thus, while weekday Metroliner runs decrease by two Mon-Thur, an added one with conventional (or Amfleet) equipment goes in between NY and DC.

Altho the timetable lists several runs each way as Amfleet, that doesn't mean that those trains alone will use the new equipment; those are the runs where the new cars are guaranteed.

TurboTrain equipment runs Mon-Fri only--two runs each way daily as before. One now starts from Providence rather than Boston avoiding the deadhead move from the Providence maintenance station to Boston. The Providence runs leave there early in the morning and return as the latest Shoreline departure of the day--out of Penn Station just ahead of the MONTREALER (9:05pm) and into providence after midnight.

The BANKERS out of Springfield no longer links up with a Boston train at New Haven--rather continuing to Washington as the 10am train out of NY. This cuts the running time Springfield-NY to 3:15. A Saturday-only Boston to DC run (filling a schedule covered by a Turbo weekdays between Boston & NY) is interesting in that it stops at every station in the corridor served by Amtrak. This is no doubt a "first" under Amtrak. The total running time is 9:08, compared with the 8:20 of the fastest Boston-DC train, the MERCHANTS. There is an increase of service to Metropark and Capital Beltway under the revised schedules. The former 1pm Boston departure is replaced by one at 3:00--running Boston to NY. Additional conventional service between NY & DC leaves NY at noon and DC at 8:05pm. The latter run is daily, and also takes the place of the former Sunday-only 9pm departure. Except on Sat., the earliest departure from NY for Boston is now 9:10am.

Name changes and additions accompany the schedule changes. For obvious reasons a Phila-Boston run is now called the BICENTENNIAL. Brought out of retirement is the COLONIAL, and a DC-NY run picks up the historic name BETSY ROSS--which also happens to be the name of an Amtrak-owned parlor car built for the 1952 re-equipping of the CONGRESSIONAL. The new train doesn't have a parlor car, so there's no opportunity to run the car in the train of the same name.

Amtrak invited members of the media on an Amfleet press trip from Boston to DC on Feb 12, and I was aboard. An Amclub car was attached to the rear of the MINUTEMAN for the trip. The train maintained its schedule with no serious delays. A single E unit out of Boston pulled an Amclub, 4 Amcoaches, and the press car. At New Haven the E unit was exchanged for an E60. There was a good press turnout as Amtrak's Harold Graham and others went before numerous cameras and microphones.

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AMTRAK'S SUMMER PLANS: Inside tips tell us that the following plans are brewing for summer service this year--probably a New York-Savannah train (the "CHICKEN-BONE SPECIAL") will run; probably a combined METEOR/CHAMPION on the Florida run. Amtrak hopes to start up two new runs, both day trains: Pittsburgh-New York, and Chicago-Pittsburgh. The coming Chicago-Toronto service, earlier hoped to be running by April, is now hoped for by early June. Apparently the need to negotiate separately with the Grand Trunk and Canadian National over equipment, schedules, etc., has been one of the delaying factors..... NEW SYSTEM TIMETABLE was issued by Amtrak dated Feb 15, with same cover design as the Nov 30 All-America Schedules, but incorporating the Feb 15 Corridor changes, and some others. One slight boo-boo in the timetables: the INTER-AMERICAN schedule shows the new stop at Malvern, Arkansas, but states that it's the stop for Hot Springs, Ark. However, there is no direct bus service between the two locations, so one would have to return to Little Rock by (Trailways) bus to reach Hot Springs. Little Rock should be the detraining point for Hot Springs..... THE ANN RUTLEDGE is Amtrak's new name for trains 301-304 between Chicago and St. Louis, shown for the first time in the Feb 15 systemwide timetable..... JAMES WHITCOMB RILEY, train 50, detoured between Peru and Indianapolis on the N&W and from Indianapolis-Cottage Grove, OH, on the B&O on Feb 22 because of a railroad bridge fire near Deer Creek, IN. The train suffered a 3-hour delay, and passengers on the bypassed stations were bused.....

* * *

TWELVE MORE AMCOACHES have reached Chicago, according to word getting to us on Feb 29, and they are being used on the SHAWNEE and the ANN RUTLEDGE..... THE FRENCH TURBO wrecked in the collision with the asphalt truck last Nov 19 (see RTN, 2nd Nov issue) is nearing completion of repairs, and is planned to be used as a backup for turbos running out of Chicago..... READER ROGER HOOSON of Santa Cruz, CA writes (on the back of a postcard showing the "Fabulous maze of freeway interchanges" in Oakland--a city that unhappily sold itself out to highway interests in the 1950s and then had to face the problem of huge chunks of its population being displaced by concrete) as follows: "With regard to your puzzlement over placing of 'slumbercoaches' on the PANAMA and RILEY (former cars 2010-2017, the "Bird" series, now being renumbered)--these are sleepers. They have 16 duplex roomettes and 4 double bedrooms each, were built in 1954 as sleepers--all authorities agree on that. Maybe Amtrak decided for a time to call them slumbercoaches because of the duplex roomettes, but they are not! In the present renumbering, they are finally being correctly identified"..... WHAT'S THE STATUS of the planned return of the DEL MONTE between San Francisco & Monterey? Late reports tell us that Santa Cruz County has agreed to help subsidize the train, which would probably mean a branch line from Watsonville Junction to Santa Cruz and on into the San Lorenzo Valley. The County Supervisors reluctantly approved the resolution because they were fearful that better public transportation might "bring in a horde of tourists." Santa Cruz and Santa Clara County representatives will meet on Mar 31 for further discussion. San Francisco and San Mateo Counties apparently have not yet joined Monterey and the other two counties in agreeing to finance the train. Santa Cruz's approval implies the other counties must help pay for restoring the SUNTAN SPECIAL runs into Santa Cruz from Watsonville Junction. Meanwhile, there are rumors that the SP will soon ask to abandon its tracks between Monterey and Del Monte Forest, which now serve a single sand plant that is said to be running out of sand. The Regional planning commission is taking steps to acquire the tracks for public use if the abandonment request comes..... SOUTHERN PACIFIC STATION in Sacramento, CA will be acquired for public use as a transportation center, with Greyhound and Trailways buses, city buses and airport taxis moved there, if a regional planning commission plan pans out. This would be the northern end of the Bay Area-Sacramento corridor now under development, with the plans for a similar treatment for the Richmond Amtrak station already finalized..... PRESIDENT PAUL REISTRUP of Amtrak, writing on the front page of the Feb 15 employee newsletter, Amtrak News, told Amtrak people that Amtrak's funding situation for next fiscal year is "serious" (Pres. Ford's budget $62 million short of Amtrak's needs), and asked the help of all employees to avoid a drastic reduction of service. He urged them to maintain the "highest professional standards" to be sure every customer leaves as a "fully satisfied customer".

SPRING AND SUMMER Amtrak plans (in addition to those on preceding page): At the April schedule change on the 25th, the FLORIDIAN will be renumbered from 52-53 to 56-57. The MT. RAINIER, train 797, will operate an hour later (lv Seattle 5:30pm). The SAN JOAQUIN will have its northbd schedule changed, leaving Bakersfield at 11:25am, arriving Oakland at 6pm. Schedule lengthenings will take place on all trains on ICG lines. In the Chicago-St. Louis corridor, the skeds will look like this: train 301 lv Chicago 8:10am, ar St. L 1:30; train 303 lv Chic 4:15pm, ar St. L 9:35; train 300 lv St. L 4:20am, ar Chic 9:55am; train 308 (Sun only) lv St. L 7am, ar Chic 12:25pm; train 302 (Mon-Sat) lv St. L 7:15am, ar Chic 12:30pm; train 304 lv St. L 4pm, ar Chic 9:15. Train 391 will lv Chic at 8:40am, ar Carbondale 2:30pm; train 381 lv Chic 4:25pm, ar Champaign 7pm; train 59 lv Chic 6:10pm, lv Carbondale 11:50pm, ar New Orleans 11:59am; train 380 lv Champaign 7am, ar Chic 9:40am; train 58 lv New Orleans 4:30pm, lv Carbondale 4:20am, ar Chic 10:35am; train 392 lv Carbondale 4pm, ar Chic 10pm. At the summer changeover on June 15, the NORTH COAST HIAWATHA, trains 9 & 10, will begin its usual daily service until Sept 8...

* * *

IN ADDITION TO the Feb 15 systemwide timetable we mentioned, the following have been issued with Feb 15 dates: Form B, N.E. Schedules; Form 1, NY-DC; Form 6, Chic-Houston, 3rd edition with 1/15 date on reverse, Oct 26 1975 date on front; Form 8, Florida, 2nd edition with 2/15 date on reverse, Dec 12 1975 date on front; and Form 7, East-Midwest, 2nd edition with 2/1 date on reverse, Nov 30 1975 date on front.....
THE INTER-AMERICAN, train 21, was damaged by a freight car collision on Feb 28 at Longview, TX. Some freight cars on a T&P siding began to roll toward the main line, running over a derail apparently placed too close to the main line, and kept rolling over the ties, stopping in a position obstructing the main in the face of the southbound Amtrak train. The train sideswiped the cars, doing serious damage to the two E units and the cars. The train went on later, reduced to one MoPac freight engine and two less-seriously damaged cars, a coach and a diner-lounge. At Fort Worth, another E unit took over to Laredo. There were no personal injuries..... THE CRUISE SHIP "Queen Elizabeth II", when forced to dock at Norfolk recently after grounding on a coral reef near Nassau, left 800 passengers short of their NY destination. The Cunard line ordered up a special 18-car Amtrak train, which was made up of older cars, and the trip reportedly was less than satisfactory, ending 7 hours late in New York.....
CITY OF OGDEN, Utah took over ownership of the Amtrak railroad station on Feb 5. The city plans to turn the structure into a "working museum of railroad history" with Amtrak, UP and SP staying on to provide the present-day history..... PULLMAN STANDARD DIVISION of Pullman Inc., which is building, or about to build, Amtrak's 235 bi-level cars, has decided that if its passenger car business doesn't show a profit in two years, the company will drop that business..... THE RESUMPTION OF service on Amtrak's PACIFIC INTERNATIONAL now is believed to be headed for a June 1 date, the time when the damaged New Westminster bridge repairs are completed. And word from Montreal is that Amtrak's new Chicago-Toronto service won't begin until at least September, tho Amtrak people are saying June. There is an intense effort in Canada to get the run routed thru Kitchener, but the likelihood is that it will go on the direct, but less populated line via Brantford because that line has CTC. And a local group is starting efforts to get the EMPIRE STATE EXPRESS to handle local Canadian business.....
AMTRAK SAID its express and mail business showed "decisive" gains in 1975, a rise of 87.4% in express sales over 1974, and an 18% gain in mail revenue. The express accounted for $7.3 million in income, and the express $1.3 million..... BRITISH COLUMBIA RAILWAYS were shut down by another strike on March 2, its fifth in 2½ years.....
THE SENATE VOTED $2.026 billion in appropriations Feb 26, following up the authorization bill signed by Pres. Ford Feb 6. The bill then went to a conference committee to iron out differences with the House's version, which carried a lower money figure...
L. STANLEY CRANE was named president of Southern Rwy late in Feb, and W. Graham Claytor, who will retire next year, was named Chairman..... AMTRAK SAYS THAT buying the Colonial Corridor instead of leasing it from ConRail will cut the cost in half over a 10-year period. Reistrup testified before a Senate committee holding hearings on Amtrak's funding for next fiscal year..... FRANCE HAS JUST approved construction of a new 165mph Paris-Lyons high speed rail line, to use the TGV train.....

SENATE TRANSPORTATION APPROPRIATIONS Subcommittee will hold hearings on Amtrak's budget requests, beginning March 17. Senator Thomas F. Eagleton of Missouri is chairman at the hearings, and rail supporters will find that communications directed to him will be used to bolster the case for augmented Amtrak funding. The address of all U.S. Senators is: U.S. Senate, Washington DC 20510..... NEXT EXPERIMENTAL ROUTE for Amtrak is to be presented to the Board of Directors next summer, the first to be selected by the rail corporation itself. And that route is not likely to be Portland-Boise-Denver, according to a front-page headline report in The Oregonian (Mar 3): the paper said a preliminary study by Amtrak analysts found that the route's deficits would be higher than those of any existing route. Amtrak studied daily service between Portland and Ogden or Salt Lake City, and considered connecting with the tri-weekly RIO GRANDE ZEPHYR, and the best they could forecast was a deficit of $7.69 per dollar of revenue, because of low population along the route. The article also quoted Amtrak as calling the new LAKE SHORE run "successful" with its 64% seat occupancy, and the MOUNTAINEER, in contrast, "a flop" with an approximately 25% occupancy. Amtrak predicted a 33%-50% occupancy for the Boise train, with 30 to 40 people aboard at any given time. Meanwhile, two Dallas papers reported on Feb 26 that the proposed Los Angeles-Atlanta train is not likely to be chosen either. In that case, excessive costs are also the hangup, especially in light of the $61 million Amtrak shortfall that the Ford Administration is pushing for. Four other routes are under consideration (not all known to us), and RTN has learned from other sources that a route that would tap the Las Vegas market in the West, such as L.A.-Ogden, has strong support at Amtrak headquarters..... TRAFFIC WORLD MAGAZINE (Mar 1 issue) has said that the Ford Administration's moves to kill Amtrak this year could cause Ford "political derailment" in this election year. The publication said the DOT has "sold" the idea of cutting back Amtrak to the White House and the Office of Management and Budget, but that Congress believes the policy could backfire on the Administration, given the degree of popular support for rail services felt by Congress. Not only could it hurt Ford's election chances, it was said, but also it might pressure Congress to stabilize Amtrak's route structure even further by Congress's forbidding Amtrak to drop existing runs.....

NEW STATISTICS REFUTE "USER-PAY" CONCEPT

A Connecticut reader sent us this letter on Feb 6: "I have been an ardent supporter of Amtrak since it was created... However, the following revelation came to me this week while watching the evening news. A report on Amtrak stated even if Amtrak filled every seat, on every train, on every day of the year, they would still lose something like 7 million (dollars) a year. If this is indeed the case, I cannot help but believe there is something drastically wrong in Amtrak's design."

Doubtless many people have been mislead by the superficial analyses one finds on the TV evening news, and it would be most helpful to America's efforts to achieve a truly balanced transportation system if all the facts could be made known. Many relevant statistics get suppressed, and it was with quite a bit of surprise that we surveyed some figures presented in a tiny article in Modern Railroads (Jan), called to our attention by Dr. Dan Monagham: the figures, according to the magazine, "prove again that people moving is a red ink business." An ICC report showed that the nation's intercity buses would have had a whopping $48.2 million deficit on their 1973 passenger and station operation, were it not for one factor. Likewise, the airlines in 1974 would have had a huge $753 million in red ink from carrying passengers if it were not for the same factor. The one magic ingredient was freight--express, mail and newspaper business. This gave the bus companies $118.5 million in revenue, and the airlines collected $759 million from such freight. The moral: public passenger transportation cannot be paid for out of the fare box, regardless of mode--highway, air, or rail. The article stressed Amtrak's need to increase its express business to increase revenues.

It is clear that there is a great deal of artificiality in the various accounting systems that feed scarey figures into the media and thus influence uninformed citizens. Decisions about transportation modes should be made according to many important criteria (such as environmental impact, energy efficiency, passenger comfort and safety) aside from fare-box revenues, which are artificially altered by many hidden factors.

-J.R.

CARS & CONSISTS

*AMTRAK HAS RETIRED the following cars recently, most of them damaged in derailments: sleepers 2301 "Honey Bird", 2790 "Harnett County", 2801 "Dillon County", 2811 "Pearl River", & 2835; coach-lounge 3851; coaches 4489, 4492, 4880, 5612, 5688, 6002, & 6092; and diner 8504.

*AMTRAK IS NEGOTIATING with Southern Rwy to buy eight 14/4 sleepers.

*ONE DAY IN CHICAGO--the trains & consists (with arrival or departure times) at America's rail center, recorded on Jan 4 by Rich Moser:

Train 58 (0.T.): engines 716, 617, 421; cars 2151, 2535, 8029, 6050, 6014, 6068, 5011, 5417, 3345. Train 16 (10:15am): engines 527, 523; cars 1059, 2752, 2219, 8043, 3380, 4856, 4871, 9921, 9931, 9905, 2719. Train 372 (0.T.): RDC's 11, 30, 15. Train 41 (11:15 am): engines 600, 597; cars 1068, 2023, 2026, 5273, 5260, 5256, 5266, 5662, 3403, 8800, 8801, 3209, 2262, 3204. Train Advance 41 (11:23am): engine 601; cars 1173, 6058, 5271, 2006, 8332, 2552. Train 365 (11:55am): engines 401, 422; cars 5624, 6026, 8400, 6012, 6051, 3871. Train 308 (12:35pm): engines 329, 630; cars 4404, 4412, 8401, 3901, 1601, 5428, 4842, 4568, 5641, 4845, 4843, 4844, 8320, 3770. Train 6 (1:55pm): engines 701, 580, 585; cars 1028, BN710, 4474, BN5085, 4822, 4805, 9461, 9381, 8054, 2202, 2656, 2642, 9253. Train 352 (2pm): turbo units 67, 82, 81, 80, 59 (train jammed & left 200 people behind). Train 351 (2:05pm): turbo units 61, 92, 91, 86, 65. Train 48 (2:20pm): engines 639, 542; cars 1525, 2832, 2836, 5656, 8337, 5648, 5653, 3253. Train 49 (2:30 pm): engines 596, 344; cars 1532, 2601, 8339, 5682, 5659, 5645, 2014, 5655, 3203. Train 50 (3pm): engines 632, 549; cars 1039, 1401, 5652, 5421, 5010, 5631, 2533, 2815, 8310, 5241, 9541 (stopped at 12th St. yard to water diner). Train 364 (3:35pm): engines 330, 352; cars 3871, 6051, 7000, 6012, 8400, 6026. Train 4 (3:35pm): engines 504, 518, 519; cars 1188, 1155, 2675, 9917, 9953, 9941, 9983, 9971, 9949, 9927, 2210, 9351, 8070, 2716, 2756, 2351. Train 354, 1st section (0.T.): turbo units 69, 89, 96, 97, 68. Train 5 (0.T.): engines 624, 626; cars 1173, 1168, 2672, 5013, 4552, 4470, 4475, 9460, 9383, 8053, 2204, 2653, 2613, 9252. Train 40, NY section (4pm): consist not available. Train Advance 40 (4:15pm): engine 601; cars 1189, 6058, 5271, 2006, 8332, 2552. Train 51 (4:15pm): engines 606, 608; cars 1036, 1531, 2012, 5601, 6025, 6008, 5675, 6047, 6437, 8381, 2604. Train 15 (0.T.): engines 501, 522; cars 1171, 2753, 8036, 3392, 4886, 9923, 9945, 9928, 2758. Train 354, 2nd section (5:13pm): engine 401; cars 5624, 3920, 6023, 3970, 3958, 5677. Train 381 (6pm): engine 421; cars 6011, 3965, 6046. Train 305 (0.T.): engine 630; cars 1107, 4404, 4412, 8401, 3901. Train 3 (0.T.): engines 512, 520, 524; cars 1068, 9994, 9913, 9943, 9964, 9984, 9972, 9948, 9916, 2220, 9352, 8071, 2726. Train 303 (6:48pm, delayed by engine problems): engines 329, 465; cars 1601, 5428, 4842, 4568, 5641, 4845, 4843, 4844, 8320, 3770. Train 353 (8:15pm): turbo units 64, 85, 84, 83, 58 (turbo broke down at Michigan City, IN, had no heat and only emergency lighting, towed into Chicago Union Station by PC yard switcher 9601; was same turbo that stalled on 21st St. crossing on Jan 3). Train 347: data not available.

*SAN FRANCISCO ZEPHYR on Feb 29 carried 8 extra Oakland-Sparks coaches plus private heavyweight observation "La Condesa."

*NATIONAL LIMITED, Washington section, train 430 at Columbia, PA on Feb 28 consisted of these cars: PC GG-1 4937; coach 5670; deadheading DOT test cars T3 & T1. Train 31 on Feb 6-7: engines 591, 450; cars 1194, 2035 "Loch Long", 2602 "Pacific Beauty", 2706 "Athens", 8366, 5423, 5478, 5631, 5275, private car 1914 "Oliver C. Joseph" (owned by Brad Joseph of Fairview Heights, IL). (car 2035 carried military prisoners.)

*LAKE SHORE LIMITED, train 48 at Elyria OH Feb 28: engine 595; cars 1532, 2021 "Silver Slumber" (NY slumbercoach), 2604 "Pacific Cape" (NY sleeper), 2017 "Wren" (Boston "sleeper" actually a slumbercoach), 5650 Boston coach, 8331, 3800, NY coaches 5654, 5653; RDC-2 #30 (deadheading to NY from Chicago, equipment formerly used on BLACK HAWK. (RDC #15 deadheaded same way around this date.) Train 48 at Elyria Mar 1: engine 594, cars 1530, 2815 "Otter River" (NY sleeper), 2834 "Navaho Valley" (Boston sleeper), Boston coach 5414, 8029 (only ex-PC single-unit diner owned by Amtrak), 3339 (round-end observation lounge), NY coaches 6054, 5658.

THE FREEDOM TRAIN CHANGES ENGINES

by David B. Tipton

Locomotive 610 whistled out of Forth Worth, Texas on February 13 for Austin, to take on the job of moving the American Freedom Train. Old 610, a restored and rehabilitated Texas & Pacific Railway 2-10-4 built in 1927, will move the Freedom Train from Austin to Houston, back to Fort Worth, on to Dallas, then back to Fort Worth again before SP 4449, now undergoing maintenance work in Fort Worth, resumes the chore with the train.

The T&P engine will be on loan to the Freedom Train from the 610 Historical Foundation of Fort Worth, and the fact that it will perform Bicentennial duty is in itself a minor miracle of sorts.

In 1969 the engine reposed on the Will Rogers Memorial Complex on the West Side of Fort Worth, resting and rusting, and, like almost everything else on the grounds, it was called the Will Rogers. It had been donated to the Southwestern Exposition and Fat Stock Show, annual Fort Worth livestock show and rodeo, in 1951 by the Texas & Pacific Railway for the token sum of one dollar. The 610 Foundation acquired the locomotive in 1969 from the Stock Show when it was learned that 610 must be moved then or never because of widening of University Drive, on the perimeter of the Will Rogers Grounds, and removal of the Frisco rail spur to the grounds.

Prime mover in the drive to obtain the 610 and restore it was David E. Pearson, Fort Worth machine shop owner, and he perhaps has done more than any other person in getting the 610 back under steam, altho the names of helpers and contributors are legion.

From the time of its removal from the Will Rogers Complex until February, 1975, the 610 remained on trackage at the Fort Worth Quartermaster Depot (now General Services Administration depot), then was moved to Fort Worth's North Side for repair work.

Work in earnest on the 610 began in May, 1975, under contract to Richard Jensen of Chicago, himself the owner of several steam lotomotives, and the 12- and even 18-hour days as deadline approached were frequent. Cost of the almost complete rebuilding of the 610 has been figured at $200,000, not including about $17,000 worth of donated parts and countless manhours of volunteer labor by members of the 610 Historical Foundation, Trinity Valley Railroad Club, Inc., of Fort Worth, and many unaffiliated with any organization. Zooming the cost of the project was the fact that many needed parts simply were not available, and had to be made to order.

One of the major contributors to rehabilitation of the 610 was Amon G. Carter Jr., publisher of the Fort Worth Star-Telegram, whose late father accepted the 610 from the late W. G. Vollmer, T&P president, at the presentation of the locomotive to the Southwestern Exposition and Fat Stock Show in 1951. Carter Jr. gave the 610 a clout on the snout with a bottle of champagne preceding its departure for Austin.

It was originally projected that the 610 would take over duties on the Freedom Train at Odessa, in West Texas, earlier in February, but that deadline could not be met, and the 610 made a test roundtrip from Fort Worth to Wichita Falls the first week in February, returning to Fort Worth pulling 1,945 tons in 29 boxcars and a caboose on Feb 7. It was ready for duty at last.

The Freedom Train's visit to Fort Worth Feb 26 thru 28 is co-sponsored by the Trinity Valley Railroad Club and the Pate Museum of Transportation. So far as is known, this is the only stop in the nation where a railroad club is either sponsor or co-sponsor.

QUOTES OF THE WEEK***

"Would anyone, ever, have conceived that it would be good business to set up a brand new Avis agency with 1950 model Hudsons and DeSotos and then to send them out to do battle with Hertz? Would anyone have established a brand new airline to go out and compete in today's market with DC-3's? Or would Trailways go after Greyhound's market with some of its 1950 series buses? In these terms, the whole scenario is preposterous; yet, that is exactly what was done with Amtrak. Even today, Amtrak has less than 2,000 cars on the rails and only 12% of those were built after 1950."

--Amtrak President Paul Reistrup to Chicago Union League Club, Feb 20

FRIDAY THE THIRTEENTH ON THE J. W. RILEY

by Theodore Scull

Friday the thirteenth began on February the twelfth at Penn Station in New York when I embarked on a trip to visit my aging relatives near Cincinnati. The 1:30pm Metroliner arrived in Washington's somewhat chaotic Union Station 15 minutes down at 4:45pm, making for a no-wait connection to the JAMES WHITCOMB RILEY. The short consist included a new Amtrak diesel, baggage 1184, baggage-dormitory 1531, a shabby "Bird"series sleeper (2010 "Bobolink"), coach 5669, and lunch counter diner 8101 with six tables. Departure was on time at 5:10pm, and the passengers numbered about 50. Dinner in the diner with the rear door open was the usual pleasant experience, and in Charlottesville a freshly-shopped dome coach 9542 "Silver Stream" was added, making for a most enjoyable evening, crossing the Blue Ridge mountains and Shenandoah Valley.

I retried to my duplex roomette after Clifton Forge and found to my dismay that the C&O tracks were badly deteriorated from my previous trip on the RILEY three years ago. In fact, as the night wore on, my dismay turned to discomfort as I was unable to find a comfortable and stable position. No amount of adjustment of blankets and pillows allowed me the right combination to sleep. Several hours passed, and I occasionally broke out in a cold sweat, remembering a rail accident in Iran I had experienced a year and a half ago.

The sleeper continued to slam around curves and bounce up and down, lifting me off my springy mattress. Then at 2:45am I felt the car leave the tracks and begin to grind, vibrate, and sway wildly. My first thought was "does the engineer know?" and I covered my head with the two pillows.

There was no way to know how long we kept going, but I wondered whether the train would ever come to a halt. When it did, there was silence, and the car remained upright. I leapt out of bed, threw on my clothes, and opened the vestibule door to a dank, rainy night. The crew came along, asking if anybody was hurt, and fortunately nobody was anymore than shaken up. I was told to return to my compartment and await instructions.

I pretended to do so, and immediately after the crewman was out of sight, I jumped off the train and began inspecting the damage. The whole train, except for the front trucks of the engine, had left the tracks, and the right rail had turned over on its side. The under-carriage on several cars was damaged and the toilets in "Bobolink" began to back up and smell.

Scattered people began to arrive on the scene, with thick West Virginia accents: police, railway workers; Checker taxis, pickup trucks, and other vehicles. Our names and addresses were taken down, number 50, the eastbound RILEY, was allowed to pass, then we forty refugees left the train, walked across the two tracks, and clambered down the muddy embankment in the rain to the awaiting fleet of taxis.

We sped off into the night to the Huntington station a few miles west. When the checked baggage arrived, we re-boarded taxis and drove to the Tri-State station, where the MOUNTAINEER was being held. It looked warm and friendly sitting there nearly empty at 5:30am. Behind the diesel were coach 5453, dome-lounge-coach 9421, lunch counter diner-dorm 8116 with two tables, and a very comfortable and well-maintained sleeper 2657 "Silver Chasm." There was plenty of room, and passengers continued to exchange stories while I went to bed and into a deep sleep, arriving Cincinnati at 9am sharp, only one hour and 45 minutes late on Friday the thirteenth.

We were lucky indeed to have come out unscathed, the position of the accident fortunately allowed us to transfer easily, and the personnel were efficient and friendly. I enjoyed my stay in Ohio, read about myself in the Cincinnati Enquirer in an article entitled "Riley Leaves 'Amtracks' Again--No Injuries," and two days later returned uneventfully via the same route.

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FRIDAY THE THIRTEENTH ON THE J. W. RILEY

by Theodore Scull

Friday the thirteenth began on February the twelfth at Penn Station in New York when I embarked on a trip to visit my aging relatives near Cincinnati. The 1:30pm Metroliner arrived in Washington's somewhat chaotic Union Station 15 minutes down at 4:45pm, making for a no-wait connection to the JAMES WHITCOMB RILEY. The short consist included a new Amtrak diesel, baggage 1184, baggage-dormitory 1531, a shabby "Bird"series sleeper (2010 "Bobolink"), coach 5669, and lunch counter diner 8101 with six tables. Departure was on time at 5:10pm, and the passengers numbered about 50. Dinner in the diner with the rear door open was the usual pleasant experience, and in Charlottesville a freshly-shopped dome coach 9542 "Silver Stream" was added, making for a most enjoyable evening, crossing the Blue Ridge mountains and Shenandoah Valley.

I retried to my duplex roomette after Clifton Forge and found to my dismay that the C&O tracks were badly deteriorated from my previous trip on the RILEY three years ago. In fact, as the night wore on, my dismay turned to discomfort as I was unable to find a comfortable and stable position. No amount of adjustment of blankets and pillows allowed me the right combination to sleep. Several hours passed, and I occasionally broke out in a cold sweat, remembering a rail accident in Iran I had experienced a year and a half ago.

The sleeper continued to slam around curves and bounce up and down, lifting me off my springy mattress. Then at 2:45am I felt the car leave the tracks and begin to grind, vibrate, and sway wildly. My first thought was "does the engineer know?" and I covered my head with the two pillows.

There was no way to know how long we kept going, but I wondered whether the train would ever come to a halt. When it did, there was silence, and the car remained upright. I leapt out of bed, threw on my clothes, and opened the vestibule door to a dank, rainy night. The crew came along, asking if anybody was hurt, and fortunately nobody was anymore than shaken up. I was told to return to my compartment and await instructions.

I pretended to do so, and immediately after the crewman was out of sight, I jumped off the train and began inspecting the damage. The whole train, except for the front trucks of the engine, had left the tracks, and the right rail had turned over on its side. The under-carriage on several cars was damaged and the toilets in "Bobolink" began to back up and smell.

Scattered people began to arrive on the scene, with thick West Virginia accents: police, railway workers; Checker taxis, pickup trucks, and other vehicles. Our names and addresses were taken down, number 50, the eastbound RILEY, was allowed to pass, then we forty refugees left the train, walked across the two tracks, and clambered down the muddy embankment in the rain to the awaiting fleet of taxis.

We sped off into the night to the Huntington station a few miles west. When the checked baggage arrived, we re-boarded taxis and drove to the Tri-State station, where the MOUNTAINEER was being held. It looked warm and friendly sitting there nearly empty at 5:30am. Behind the diesel were coach 5453, dome-lounge-coach 9421, lunch counter diner-dorm 8116 with two tables, and a very comfortable and well-maintained sleeper 2657 "Silver Chasm." There was plenty of room, and passengers continued to exchange stories while I went to bed and into a deep sleep, arriving Cincinnati at 9am sharp, only one hour and 45 minutes late on Friday the thirteenth.

We were lucky indeed to have come out unscathed, the position of the accident fortunately allowed us to transfer easily, and the personnel were efficient and friendly. I enjoyed my stay in Ohio, read about myself in the Cincinnati Enquirer in an article entitled "Riley Leaves 'Amtracks' Again--No Injuries," and two days later returned uneventfully via the same route.

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